



LOCAL REGULATION

INTRODUCTION

1. This Local Regulation sets out the process for managing periods of reduced capacity as a result of measures implemented by government, regulatory authorities or the airport managing body.

PRINCIPLES OF TEMPORARY AIRPORT CAPACITY REDUCTIONS

2. The competent authority will explain the rationale for the revised airport capacity parameters and provide them to the Coordinator as soon as practical after having consulted with the Coordination Committee Netherlands.
3. In the consultation with the Coordination Committee Netherlands the competent authority will advise the period impacted.
4. All stakeholders are encouraged to consider the use of innovative solutions or technologies to limit the need for temporary capacity reductions when possible.
5. Any mandatory schedule reductions must be spread across all affected airlines that utilise the infrastructure, in a fair, transparent, and non-discriminatory manner by a slot coordinator acting independently. Air services whose handling does not require the affected infrastructure will not be impacted by the temporary capacity reduction.

COORDINATOR ACNL

6. ACNL considers measures for concerned (series of) slots to be applicable after publication of a capacity declaration addendum on ACNL's website. ACNL will not anticipate on a publication of such addendum.
7. Online portals may be temporarily disabled or message filters used to prevent Slot Clearance Requests (SCR) from being automatically processed.
8. ACNL will give an indication of the required reductions by carrier as soon as possible after the revised capacity parameters are received. The reference date used for the schedule reduction will depend on the timing of the temporary reduction of airport capacity:
 - a. If the revised capacity parameters are received after the Historic Baseline Date (HBD), schedule reductions will be based on slot allocations held one day after the revised capacity parameters are published;
 - b. If the revised capacity parameters are received after the publication of the seasonal capacity parameters but before or at the Historic Baseline Date (HBD), schedule reductions will be based on slot allocations held at the Historic Baseline Date (HBD).
9. The required schedule reductions will be measured based on a defined time period where congestion occurs and/or as a total per day, providing that a fair distribution of cancellations across carriers is ensured. Capacity reductions may be based on the peak week within the affected period to identify the maximum capacity reduction required.
10. The required schedule reduction will also consider as a reference the percentage share held by a carrier at the Slot Allocated List (SAL). For example, if carrier A held 70% of capacity in the 0900 hour at initial coordination then they should hold 70% of the reduced capacity in the same hour after the capacity reduction, whenever feasible.
11. ACNL will aim to satisfy as much demand as possible based on the revised capacity parameters and treat all (affected) types of service equally. In this regard, ACNL will provide insight about remaining capacity to the airlines for the purpose of avoiding schedule reductions.
12. Airlines with a single frequency per day will be protected wherever possible, however may be subject to a seat capacity cap to achieve the temporary capacity reduction. ACNL may consider

further consultations with the Coordination Committee Netherlands if further guidance regarding the reallocation of capacity is required.

13. All airlines will be given an opportunity to retime flights if so required. ACNL will advise a date that retime requests should be submitted. After this date, the Coordinator will process the requests to ensure a fair distribution across carriers. After this process has been completed, all subsequent changes will be processed on a first come, first served basis.
14. Any increase in available capacity will be allocated fairly across all carriers impacted by reductions. Priority will be given to those impacted by the greatest proportional reductions as a result of their limited operations at the impacted airport.
15. For the purpose of transparency, ACNL will inform relevant parties:
 - a. The temporary capacity parameters, including supporting analysis.
 - b. The total number of slots/seats that need to be cancelled
 - c. Details of the required reductions by carrier
 - d. Compliance in adhering to the temporary capacity reduction by carrier

AIRLINES

16. The airlines will decide which flights to cancel or retime into available capacity to meet the reduction in airport capacity. For reductions in passenger throughput limits, the airline may choose to meet the restriction in other ways, for example by capping the aircraft seat capacity instead of cancelling a flight.
17. Cancellations due to the temporary airport capacity reduction should be sent to ACNL at the earliest opportunity.

AIRPORT

18. The airport managing body will balance capacity with demand and regularly communicate with the Coordination Committee Netherlands. Where possible, lead times and preparations to open facilities should be shared with relevant stakeholders.

HISTORIC PRECEDENCE

19. Slots cancelled as a result of temporarily reduced capacity parameters will be treated as justified non-utilization use-it or lose-it rule. Force Majeure requests according to normal procedure (see ACNL Policy Rule Force Majeure for Use-it or Lose-it Rule published at www.slotcoordination.nl). Reference should be made to "Local Regulation temporary capacity reduction". Supporting documents are not required. ACNL makes random enquiries at the airport managing body or airline.
20. Alleviation will only be granted to slots returned in advance of the planned operation.
21. During the validity of the temporary capacity reduction, ACNL will relax its limitations on re-times counting towards utilisation of slots.
22. New slots allocated after the temporary reduction in airport capacity will only be allocated after the operational limit is reached and initially be allocated on a non-historic basis.

COMPLIANCE

23. Airlines are required to return slots that they do not intend to operate as soon as possible so they can be allocated to other carriers. Late return of slots that are not intended for use may prevent the application of any alleviation of the use-it or lose-it rule to the series concerned.
24. If an airline fails to comply with this Local Regulation, the airport managing body or the coordinator are entitled to consider appropriate action. This may result in an airline being unable to operate during the period in which the temporary capacity applies.
25. ACNL may consider further action, particularly in line with Article 14(4) of the EU Slot Regulation or WASG chapter 9, should an airline fail to operate to the times allocated.

SCOPE

26. This Local Regulation will apply as needed in the current and future scheduling seasons but will expire immediately on the capacity of the airport reaching the declared capacity.
27. For the avoidance of doubt, the adoption of this Local Regulation is not intended to be a long term replacement for the normal capacity declaration.